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CITY OF TIBURON
GENERAL PLAN
CIRCULATION ELEMENT

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Prepared by:
[Tiburon] Department of Community
Development,
Adopted by the Tiburon
Planning Commission
Adopted by City Council
September 27, 1976

Draft Date: September 22, 1976

[Tiburon City Council]
City planning
Streets
Tiburon

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CIRCULATION ELEMENT

General Plan
City of Tiburon
Tiburon, California

CITY COUNCIL

Donald Tayer, Mayor
Al Aramburu
Hal Edelstein
George Ellman
Bruce Ross

PLANNING COMMISSION

Joan Bergsund, Chairman 1976
Al Kuhn, Chairman 1975
Al Barsimanto
Philip Bass
Nick Forell
Willys Wagner
James Wilson

CITY MANAGER

Robert L. Kleinert

DEPARTMENT OF COMMUNITY DEVELOPMENT

Robert E. Fosnot, Director
Martha McCart, Associate Planner
Jean Ellingsen, Planning Aide
Carole LaFollette, Minutes Clerk

RESOLUTION NO. 212

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TIBURON APPROVING A CIRCULATION ELEMENT AS PART OF THE GENERAL PLAN OF THE CITY OF TIBURON AND RECOMMENDING THAT THE CITY COUNCIL ADOPT SAID ELEMENT.

WHEREAS: Section 65302 of the Government Code of the State of California requires that all general law cities prepare and adopt a Circulation Element as part of their General Plan; and

WHEREAS: said Circulation Element sets forth a general objective and supporting policies which will serve as a guide for the future planning and development of the City; and

WHEREAS: the Planning Commission and City Council have approved the outline for the Circulation Element and on May 27, 1975, April 26, 1976 and August 23, 1976 the Council reviewed a previous draft of the element and referred it back to the Planning Commission for further study; and

WHEREAS: the Planning Commission reviewed the element with the Public Services Committee on August 30, 1976 and incorporated certain changes.

NOW, THEREFORE BE IT RESOLVED: that the Planning Commission does hereby approve and recommend to the City Council the adoption of the revised Circulation Element of the Tiburon General Plan consisting of attached documents dated September 22, 1976 and a map labeled Master Plan of Streets and Highways.

PASSED AND ADOPTED at a study meeting of the Tiburon Planning Commission on September 22, 1976 by the following vote:

AYES: COMMISSIONERS: Barsimanto, Bergsund, Forell, Wagner, Wilson

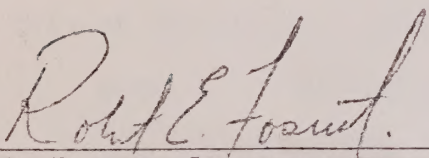
NOES: COMMISSIONERS: None

ABSENT: COMMISSIONERS: Kuhn, Bass

(s)

Joan Bergsund, Chairman
Tiburon Planning Commission

ATTEST:


Robert E. Fosnot, Secretary
Tiburon Planning Commission

draft date: 9/23/76

RESOLUTION NO. 853

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF TIBURON ADOPTING A CIRCULATION ELEMENT
AS PART OF THE GENERAL PLAN OF THE CITY OF
TIBURON.

WHEREAS: Section 65302 of the Government Code of the State of California requires that all general law cities prepare and adopt a Circulation Element as part of their General Plan; and

WHEREAS: said Circulation Element sets forth a general objective and supporting policies which will serve as a guide for the future planning and development of the City; and

WHEREAS: the Planning Commission and City Council have approved the outline for the Circulation Element and on May 27, 1975, April 26, 1976 and August 23, 1976 the Council reviewed previous drafts of the element and referred it to the Public Services Committee and Planning Commission for further study; and

WHEREAS: the Planning Commission reviewed the element with the Public Services Committee on August 30, 1976 incorporating certain changes; and

WHEREAS: the Planning Commission completed its study of said Circulation Element and approved said element on September 22, 1976; and

WHEREAS: the City Council has held another public hearing and has reviewed the recommendations of the Planning Commission.

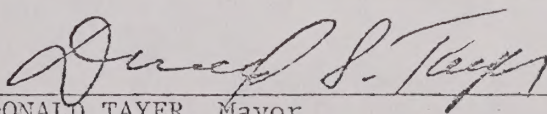
NOW, THEREFORE BE IT RESOLVED: that the City Council does hereby adopt the Circulation Element of the Tiburon General Plan consisting of thirteen (13) pages, dated September 22, 1976 and Appendix "A" -A Report to the City Council of the City of Tiburon on the Redesign of Tiburon Boulevard between Stewart Drive and Mar West Street, dated October 20, 1975 and map entitled Master Plan of Streets and Highways, dated September 1976.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Tiburon on September 27th, 1976 by the following vote:

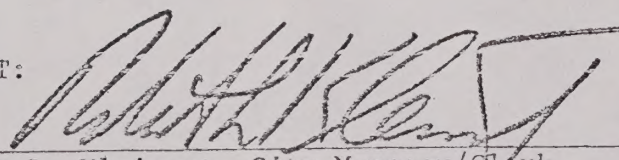
AYES: COUNCILMEN: Aramburu, Edelstein, Ellman, Ross, Tayer

NOES: COUNCILMEN: None

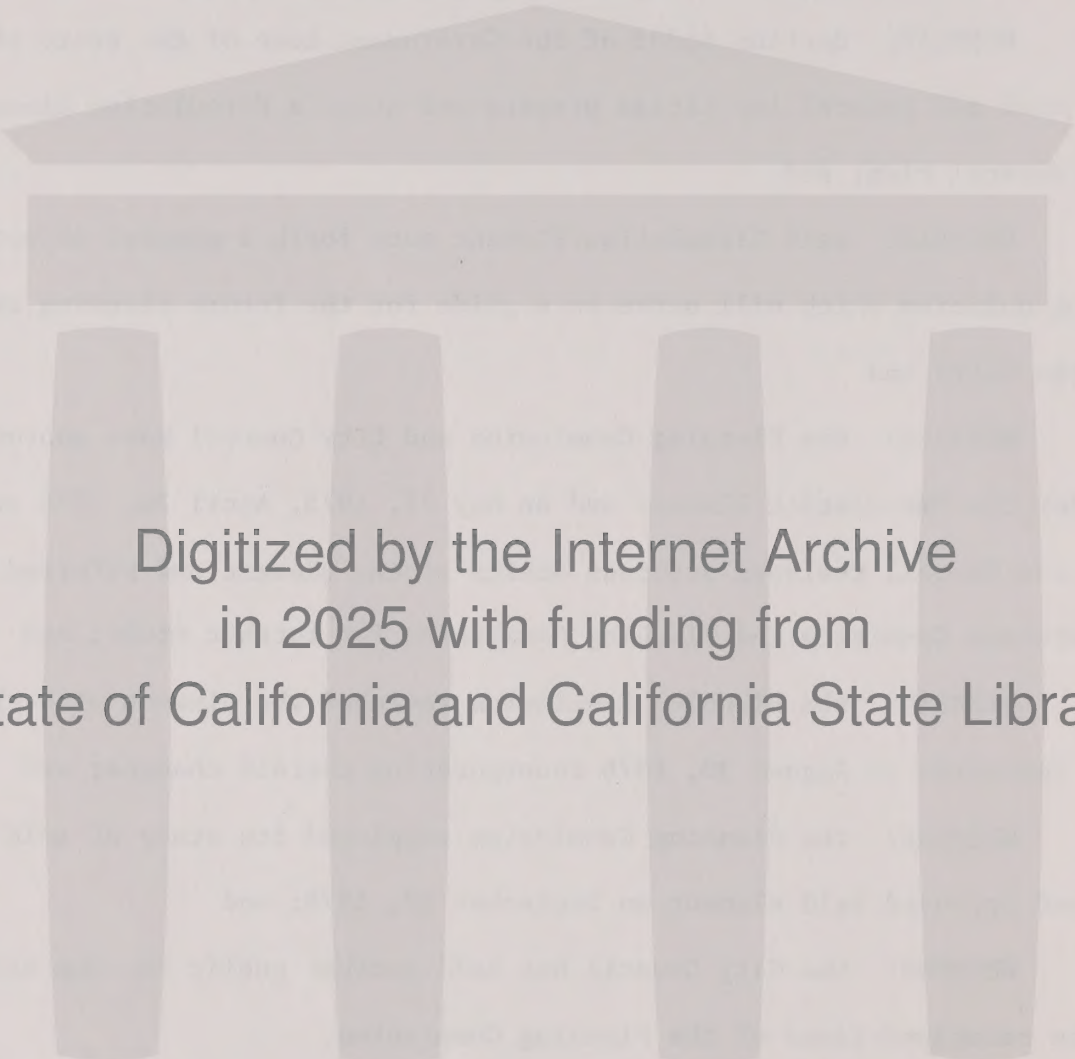
ABSENT: COUNCILMEN: None


DONALD TAYER, Mayor
City of Tiburon

ATTEST:


Robert L. Kleinert, City Manager/Clerk

redraft: 9/27/76



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CITY OF TIBURON
CIRCULATION ELEMENT

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MASTER PLAN OF STREETS AND HIGHWAYS

APPENDIX A -- Tiburon Blvd. Redesign Committee Report, Part I
adopted November 25, 1975

CIRCULATION ELEMENT

A. INTRODUCTION

1. Basis of the Circulation Element

The Circulation Element of the Tiburon General Plan provides the policies and recommendations for integrating the components of streets, highways, scenic routes, pathways and public transit facilities. It also establishes a framework for the orderly development of improvements to the existing circulation pattern. The element is based on studies which have been prepared by citizen groups, the City, Marin County, the State Division of Transportation (CALTRANS), and consultants to the City on special projects.

2. Citizen Participation

Citizen participation has played an important part in the preparation of this element. After the City of Tiburon's incorporation in 1964, a number of planning study committees were formed of local residents to assist in formulating policy on community development issues. The recommendations of the Committee on Circulation and Transportation have been reviewed and where applicable incorporated into this element.

In October, 1974, a Tiburon Blvd. Redesign Committee was formed to make specific recommendations on the design of Tiburon Blvd. between Stewart Drive and Mar West Street. The Committee's report was adopted by the City Council on November 25, 1975, as a part of the Circulation Element. The Committee also studied the downtown area and made recommendations in their report, Part II, dated January 31, 1976. In 1975 the Planning Commission also revised the 1970 Downtown Plan and on January 15, 1976, the City Council adopted the Plan as an element of the Tiburon General Plan. The recommendations in these adopted studies are consistent with the policies of this element.

B. PURPOSE AND SCOPE

It is intended that this Element satisfy the State requirements that local General Plans contain a "circulation element." Section 65302 of the Government Code states, in part, that local General Plans shall include:

"A Circulation Element consisting of the general location and extent of all existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the plan."

In addition, the State of California Council on Intergovernmental Relations has adopted the following guidelines for the scope and nature of the Circulation Element:

A. Identification and analysis of circulation needs and issues.

- B. A statement of goals, objectives and policies based on the total circulation needs of the community, including priorities among modes and routes and distinguishing among short, middle and long-term periods of implementation.
- C. A diagram, map or other graphic representation showing proposed circulation system.
- D. A description of the proposed circulation system and the inter-relationship among system parts.
- E. Standards and criteria for the location, design, operation and levels of service of circulation system.
- F. A guide to the implementation of the circulation system.

C. GENERAL OBJECTIVE AND SUPPORTING POLICIES

The peninsula's residential areas, commercial, civic, cultural and recreational activities all place their demands upon the circulation system. This system should provide an adequate and balanced network which brings people to activity centers, allows them to circulate among activities, and carries them back to their point of origin. It is the primary concern of the circulation system to provide easy access and circulation for the residents of the Tiburon peninsula.

Solutions to Tiburon's traffic problems lie in the formulation of a balanced circulation system for the total peninsula. Future residential development on the peninsula will have to be weighed against future commercial development in the downtown area. Similarly proposed recreational facilities should be evaluated in accordance with future residential and commercial development on the peninsula.

1. General Objective

It is the objective of the City of Tiburon to ensure the orderly development of those facilities which promote the safe, economical, attractive and convenient movement of people and goods within the Tiburon peninsula; to ensure the development of all such facilities in such a manner as to minimize any detrimental effects upon the environmental quality of the City, and to assist in the development of a balanced circulation system to serve the present and future needs of the Tiburon peninsula and Marin County. The scale of all circulation facilities should be consistent with the scale of the City of Tiburon and with the provisions and policies of the City's General Plan.

2. Supporting Policies

a. The local circulation system shall serve the people of Tiburon as an integral part of the Marin County and broader San Francisco Bay Area regional network.

b. The City shall place a higher priority on environmental quality than on circulation improvements except where safety and public necessity requirements demonstrate that no other circulation alternative exists.

c. The City shall coordinate the circulation system with those of adjacent community and county areas.

d. Tiburon Blvd. shall be the City's primary vehicular road and shall be developed as a two-lane road (between Stewart Drive and Mar West) in such a manner as to provide safe conditions and not generate peak hour traffic beyond acceptable levels.

e. The City shall continue to discourage high speed through traffic in residential neighborhoods by providing primary access to each neighborhood from Tiburon Blvd., Trestle Glen, or Paradise Drive.

f. In connection with the Master Plan of Streets and Highways, the City shall designate a system of unpaved all-weather emergency service roads between neighborhoods and through open space areas.

g. In connection with the preservation of Tiburon Ridge and adopted Open Space Element the City shall ensure that no crossing streets or highways are developed along or over the Ridge except for the purpose of emergency service.

h. The City shall periodically update its Select Street System to be consistent with the Master Plan of Streets and Highways and develop a priority system for street improvements based on the greatest need.

i. City streets terminating at the City's boundaries shall not be extended beyond their present termini without an environmental study and an amendment to the City's Circulation Element.

j. The City shall continue to encourage improved bus and ferry service.

D. EXISTING NEEDS, ISSUES AND PROBLEMS

1. Community Needs

Tiburon's circulation needs may be broadly generalized into four categories: one is the need of commuters; another is the need for circulation of residents and access to services, shopping districts and recreational areas; another is the need of school children and staff; and the fourth is visitors. Tiburon residents working outside of Tiburon use Tiburon Blvd. to reach either the ferry or Highway 101 to go to San Francisco or other Bay Area points. The bus system also uses Tiburon Blvd., especially at commute hours.

2. Issues

A number of issues concerning the future of Tiburon's circulation system have been discussed in the community. A brief description of each of these issues and their suggested resolution is given below.

a. Realignment of Tiburon Blvd. at Trestle Glen: As the main ingress and egress route for the entire community, Tiburon Blvd. has been a focal point for discussions of land use, downtown development, public safety and the character of Tiburon itself. The City has determined that the roadway shall remain essentially a two lane road from Stewart Drive to downtown Tiburon. The City is awaiting the results of the Environmental Impact Statement being prepared by CALTRANS on the realignment of the curve through Blackie's Pasture between Reed Ranch Road and Stewart Drive before proceeding with final plans for improvements.

b. Redesign of Tiburon Blvd., between Stewart Drive and Mar West St.: Tiburon Blvd. in addition to a heavy traffic load has poorly designed intersections and unsafe variations in grade in this section. The City has determined that the roadway will remain a two lane road, although it has decided to provide left and right turn lanes, wider shoulders, and the signalization of some intersections when traffic loads increase. Recommendations contained in the report of the Tiburon Blvd. Redesign Committee (Part I) were adopted by the City Council as official City policy and are a part of this Circulation Element of the General Plan.

c. Downtown Area: Several circulation issues are brought into focus in the downtown area. Many alternative internal circulation proposals have been considered, including a bypass route from Tiburon Blvd. to Paradise Drive below Mar West Street, limiting access to or closing Main Street, extension of Beach Road to Mar West, and making some of the downtown streets one way. Main Street presents several problems including delivery vehicle parking conflicts, access to Corinthian Island, parking lots and through traffic. Parking in the downtown area is presently either on-street or in several privately owned and operated lots. The parking lots are not especially well located or landscaped to provide screening. Additional downtown development will place further strains on the downtown circulation system and parking facilities. The 1975 Downtown Plan suggests that the parking be somewhat limited and coupled with better public transportation to restrict additional automobile traffic to the area, and that all parking be off-street, and profusely landscaped and screened, and that additional streets be considered as a part of the development proposed for the downtown area, in order to create a looped circulation pattern.

d. Public Transit: Two modes of public transit presently serve Tiburon. Bus service is provided by the Golden Gate Bridge and Transit District, and is commuter oriented, operating mainly along Tiburon Blvd. with some loop routes into neighborhoods. It connects with the ferry, operated by Harbor Carriers, in downtown Tiburon. The ferry service provides commuter service to San Francisco during morning and evening hours, and also provides weekend runs to Angel Island, as does a separate summer ferry operated from downtown Tiburon. School buses are provided for students at Redwood High School.

e. Pedestrian and bicycle circulation: Many Tiburon neighborhoods do not have paved sidewalks or other pedestrian walkways. The existing multi-use path provides a 10 foot wide bicycle path and a four foot wide walking and jogging path from Blackie's Pasture to Downtown Tiburon. In the downtown area itself, walkers and bicycle riders must compete with traffic on the roads, and consider parking vehicles crossing the shoulders of Tiburon Blvd. The Downtown Plan requires that in the redesign of Tiburon Blvd. in the downtown area, a continuation of the multi-use path shall be extended from Mar West Street through the downtown area and adjacent to the open waterfront area paralleling Paradise Drive. The use of emergency service roads by hikers should be encouraged and future development of trails should be coordinated with the City's open space land purchases and the goals in the Open Space Element.

f. Harbor facilities and water circulation: At present there are no public docking facilities for private boats in Tiburon. The Corinthian Yacht Club on Corinthian Island and the San Francisco Yacht Club in Belvedere have berthing facilities for members, and several of the downtown restaurants operate docks for their patrons. The 1975 Downtown Plan suggests that a public docking facility be provided if this can be achieved without interfering with the major open portions of the waterfront.

3. Problems

a. Adequacy of the present circulation system: Most of Tiburon's local and collector streets function adequately at present. Some of the small, narrow streets in Old Tiburon, Lyford's Cove and Corinthian Island are poorly aligned and substandard in width. Tiburon Blvd. has a number of poorly designed intersections including those at Trestle Glen, Rock Hill Road, Stewart Drive, San Rafael Ave., and Main Street. In downtown Tiburon, especially in the area around the ferry landing and on Main Street, congestion is often experienced at peak hours. Illegally parked delivery vehicles and charter buses also contribute to the congestion. It is presently illegal to park within 9 feet of the center line of any street in the City.

Future development of the Tiburon peninsula will undoubtedly strain the circulation system at several critical points. The City is participating with the other southern Marin County cities in a Richardson Bay Transportation Study to determine just what the critical needs and stress points will be so that future circulation decisions may be made based on its results.

b. Growth-inducing impact of the circulation system: When new roads are extended into undeveloped areas, they often stimulate growth. The Circulation Element does not propose the construction of any new major roadways. It proposes that some feeder and convenience return routes be provided in the downtown area in accordance with development needs. Gilmartin and Round Hill Road might well be extended at the time of future development. There is no contemplation

of widening or realigning other roads to a degree which would permit substantially greater traffic loads to be carried. The circulation system as proposed in this element will be adequate for proposed traffic generated by approved land uses within the Tiburon peninsula. The capacity to manage traffic beyond this point should be provided by public transit facilities rather than by encouraging additional use of the private automobile.

E. SPECIFIC PROPOSALS

The policy guidelines of this element provide the basic framework for future development of the circulation system in the City. Additional updating of build-out projections and floor-area ratios in the planned development zones will be needed to insure that the City continues to provide safe and adequate circulation. The City is presently cooperating with the County in the Richardson Bay Transportation Study which will provide additional base information.

1. Arterial Streets

An arterial street is a major thoroughfare or highway, primarily providing access to the peninsula as a whole. Tiburon has three roads classified as arterial roads: Tiburon Blvd., Trestle Glen Blvd., and Paradise Drive. No major changes are recommended for either Trestle Glen Blvd., or Paradise Drive, but Tiburon Blvd. has been extensively studied and recommendations have been made.

a. Tiburon Blvd. from Main Street to Mar West Street: There are two major problems with Tiburon Blvd. in this segment. The first is the poor design of the roadway relative to the buildings and space adjacent to it, and second is the unsatisfactory traffic pattern at the intersection of Tiburon Blvd. and Main Street/Paradise Drive.

It is recommended that this section of Tiburon Blvd. be modified in accordance with the recommendations of the Tiburon Blvd. Redesign Committee Report, Part II, dated January 31, 1976. Essentially the report recommends that the Blvd. be landscaped and visually narrowed, that there be additional parking bays, and pedestrian and bicycle ways, with the intent of enhancing the Downtown's village character. The report also makes specific suggestions for the creation of a convenience return route system utilizing Tiburon Blvd.

b. Tiburon Blvd. between Mar West Street and Stewart Drive: From Mar West Street to Stewart Drive, Tiburon Blvd. is a 2-lane road with several intersections with stacking lanes servicing neighborhood areas. There are also numerous driveways with direct access to Tiburon Blvd. The Tiburon Blvd. Redesign Committee Report, Part I, made recommendations on this portion of Tiburon Blvd. which were adopted in November, 1975, by the City Council as part of this Circulation Element.

c. Tiburon Blvd. between Stewart Drive and Reed Ranch Road: This section of Tiburon Blvd. is narrow and has many curves. The portion at Trestle Glen Blvd. is presently being redesigned by CALTRANS to improve safety. Reed Ranch Road has a left turn stacking lane, but the intersections at Greenwood Beach Rd. and Jefferson Drive do not, and these areas often are hazardous. Congestion occurs on the eastbound roadway near Trestle Glen due to reduction from two to one lane, the curve of the roadway at this intersection, and the large volume of traffic using Trestle Glen Blvd. for access to neighborhoods.

Changes in the alignment of this section of Tiburon Blvd. are pending completion of the Environmental Impact Statement by CALTRANS in 1976. Approval of the alignment has not yet been made by the City.

2. Collector Streets

A collector street is a major street serving a neighborhood area. It is not designed as a highway, but should be wider and designed to carry more traffic than an individual residential street. Tiburon's many neighborhoods are serviced by their own collector streets. The City has determined that the following serve as collector streets, and does not contemplate future improvements to these streets: Blackfield Drive, Reed Ranch Road, Rock Hill Road, Stewart Drive, Avenida Miraflores, Vistazo East and West, Centro East and West, and Hacienda Drive. Other collector streets in the City which do require improvements are discussed below:

a. Lyford Drive: Lyford Drive is a collector street providing access to Round Hill Road and a variety of residential development including apartments, condominiums and single family residences on Red Hill and Sugarloaf. Numerous small feeder streets connect to Lyford Drive, and traffic can be heavy at peak hours. The installation of a three way stop sign at the intersection of Tiburon Blvd. and Lyford Drive has recently been accomplished. It is likely that this will be an intermediate measure prior to signalization of the intersection.

b. Round Hill Road: Round Hill Road presently provides access to the residential areas of Mount Tiburon and Rolling Hills. It is paved to its terminus at the edge of the Middle Ridge Open Space area. An unpaved emergency road presently extends from the end of Round Hill Road to the unpaved emergency portion of Hacienda Drive on the Tiburon Ridge. Round Hill Road should be extended and improved to the junction of the existing unpaved Hacienda Drive right-of-way in order to provide access to residential properties off the Hacienda Drive right-of-way in the vicinity of Round Hill Road. Since Round Hill Road will be extended up to the spine of the Ridge, and adjacent to City owned Open Space, the proposed street design and improvements will require master planning and environmental considerations.

c. Mar West Street: Mar West Street provides access to the Old Tiburon and Hill Haven areas of Tiburon. It runs from its western end at Tiburon Blvd. to its eastern end at Paradise Drive, parallel to the old shoreline of Tiburon. Numerous smaller streets, lanes, pathways and walks connect to it from residential sections. Mar West is a narrow street and conflicts are frequently observed between parked cars and traffic on the street. Mar West is not currently developed to collector street standards.

Mar West between Tiburon Blvd. and Paradise Drive should be improved to make it safer. Possible interruptions of Mar West should not be considered until satisfactory alternate route(s), such as Beach Road extension, are provided which enable traffic destined for, or originating from Old Tiburon, to by-pass the congested portions of downtown.

d. Via Capistrano: Via Capistrano connects the residential areas of Reedlands and Reedland Woods/Tiburon Hills. It should be redesigned to improve its safety and visual alignment.

3. Local Streets

A local street is primarily to provide access to individual dwellings from collector and arterial streets. The movement of a volume of traffic is a secondary function of such streets. Tiburon has many local streets, but only a few need improvements or have some special function which will be discussed in this element: Greenwood Beach Road, Hilary Drive, Gilmartin Drive and the streets of Corinthian Island.

a. Greenwood Beach Road: Greenwood Beach Road is a small local street which has one connection with Tiburon Blvd. near the Trestle Glen intersection and one termination at Tiburon Blvd. near the Cove Apartments in the County unincorporated area. Some change in the intersection of Greenwood Beach Rd. at Tiburon Blvd. near Blackie's Pasture will be required at the time of the realignment of Tiburon Blvd.

b. Hilary Drive: Hilary Drive between Rock Hill Road and Avenida Miraflores serves as a local street, but it also connects one neighborhood to another, running roughly parallel to Tiburon Blvd. In connection with Rowley Circle, Geldert Drive and Hacienda Drive, it provides an alternative evacuation route in the event a disaster closes Tiburon Blvd.

c. Gilmartin Drive: Gilmartin Drive is presently a dirt road providing access to a few homes and vacant lots off Tiburon Blvd. between Rock Hill Road and Ned's Way. Gilmartin Drive should be extended only to provide access to future residential development along the lower benches of the open space land. Improvement of Gilmartin Drive should not be considered beyond those areas to be developed, but maintenance of the existing fire trail should be continued.

d. Corinthian Island: The extremely narrow streets of Corinthian Island are presently one-way streets allowing a loop circulation on the island. Future possible changes in the downtown circulation pattern will need to consider the effect upon Corinthian Island.

4. Downtown Streets: Main Street, Beach Road, Paradise Drive and Tiburon Blvd.

A number of proposals have been studied to improve vehicle and pedestrian circulation within downtown Tiburon. Specific recommendations for circulation within the downtown area are:

- a. That Tiburon Blvd. and the new Paradise Drive shall be the major streets in the downtown area.
- b. That Main Street eventually have limited access.
- c. That a cut-through be provided from Main Street to Juanita Lane near the Vintner's Building.
- d. That there be an extension of Beach Road from the Safeway to Mar West Street.
- e. That the extension of Tiburon Blvd., (Paradise Drive) from the Windjammer to the Caprice shall follow the natural shoreline and act as a buffer between inboard development and the open waterfront.
- f. That parking be eliminated from the easterly side of Tiburon Blvd.
- g. That better pedestrian access be provided through the downtown area by limiting access to Main Street, and a better bicycle and pedestrian path between the end of the Multi-use Path near the Cove Nursery and the intersection of Mar West Street with Paradise Drive near Elephant Rock.
- h. That a return route be added at the end of Tiburon Blvd. in order to reduce congestion at the intersection of Tiburon Blvd. and Main Street.

The City recognizes that future development proposals will contain internal circulation improvements which will be evaluated by the City for their compatibility with the existing circulation system and desired improvements.

5. Emergency Service Roads and Evacuation Routes

The fact that almost all of Tiburon's residential areas are initially provided access by Tiburon Blvd. and a large portion of the peninsula's terrain is steep, undeveloped and subject to grass fires, necessitates a network of emergency service roads and evacuation routes.

The City presently has a number of dirt roads between neighborhoods through the open space areas. It is the intent of the City with the assistance of the Tiburon Fire Protection District to bring these roads up to all-weather service standards, which could include graveling, improved drainage culverts and maintenance of a roadbed sufficient for a 15 ton fire or maintenance truck load. The following roads are designated as the network of unpaved all-weather emergency service roads:

- a. Connection of Paradise Drive with Hacienda Drive
- b. Connection of Paradise Drive with c.
- c. Connection of Heathcliff Drive with Ridge Road
- d. Connection of Gilmartin Drive with Hacienda Drive
- e. Connection of Hacienda Drive with extension of Round Hill Road
- f. Connection of Vistazo West sections to each other
- g. Connection of Hilary Drive with Gilmartin Drive
- h. Connection of Antonette Drive with Parente Road
- i. Connection of Taylor Road with Blackfield Drive
- j. Connection of Trestle Glen with i.
- k. Connection of Reed Ranch Road with j.

The exact alignment of these roads will in most cases follow the alignment of the existing dirt roads in these locations. This network would provide adequate fire access to those portions of the ridgelands which do not have any development and would also provide a series of firebreaks on the peninsula. All of these roads would have a gate at their junction with paved streets, and these gates should be locked with access available only to official and emergency vehicles. These roads should be improved and maintained to provide safe and expeditious access to emergency vehicles at all times. In the case of major floods, slides or fire, any of the emergency roads could be utilized in conjunction with City streets for evacuation purposes.

The City has also designated an emergency evacuation route in case Tiburon Blvd. is ever closed or blocked between Gilmartin Drive and Trestle Glen Blvd. This route includes Rock Hill Road, Hilary Drive, Rowley Circle, Geldert Drive, Stewart Drive and Hacienda Drive to Trestle Glen Blvd. No changes are required in the existing streets. A future road linking Gilmartin Drive with Hilary Drive would be required to complete the evacuation route.

6. Scenic Highway Element of the General Plan

The purpose of the Scenic Highway Element is to identify those roads that are valuable and unique by virtue of their scenic views, landscaping, and sequences of experiences for preservation and enhancement. Section 65302 of the Government Code requires that all General Law Cities prepare and adopt a Scenic Highway Element in their General Plan. The scenic highway system for Tiburon is part of this Circulation Element. Its components include:

a. Tiburon Blvd.: Tiburon Blvd. should be retained at its present two-lane character and landscaped along its entire length using native species, according to the recommendations in the Tiburon Blvd. Redesign Committee Report, Part I. Overhead utility lines should be totally undergrounded.

b. Trestle Glen Blvd.: Trestle Glen Blvd. should be retained at its present width and should have proper building setbacks for structures to protect views of Tiburon's ridges. Informal landscaping with native species is recommended as above.

c. Paradise Drive: Paradise Drive should be retained at its present general alignment and width. View locations and setbacks of buildings and fences are needed to protect native flora along its entire length. Any proposed changes to Paradise Drive, most of which lies outside the City limits, should be reviewed and approved by the City.

d. Seminary Drive and Strawberry Drive: Both of these roads, outside the City limits, but within Tiburon's sphere of influence, should be designated as scenic parkways to protect views from them and access to the water.

7. Lanes, Trails and Paths

Detailed proposals for lanes, trails and paths within the City of Tiburon will be contained in both the Recreation Element and Open Space Element of the General Plan.

8. Buses

a. Bus frequencies and connections should be improved, particularly at non-commute hours, night-time, to other Marin communities, and to hillside residential areas. Mini-buses serving hillside residential areas would be preferable to full-size buses, in order to reduce street damage, noise and for easier negotiation of steep narrow streets.

The bus-ferry combined ticket arrangement is an extremely desirable public transportation device, and its use should be continued and publicized.

b. Bus stops should be located to avoid interference with turning and passing vehicles. In particular, bus stops should be kept clear of right-turning vehicles. The location of bus stops and the design of shelters and loading pads should be coordinated between the Golden Gate Transit District, CAL/TRANS, and the City.

c. Chartered buses should not be permitted to park or wait in undesirable locations, such as along the waterfront or in streets, bus stops, etc. In particular, they should not be permitted to idle motors for long periods, increasing noise and pollution.

9. Ferries

a. The frequency of ferry service should be increased, particularly at mid-day and night-time, to better serve those shopping, dining, etc., in San Francisco or Tiburon. At all hours, a more frequent schedule is more desirable than excessively large boats which could cause unacceptable congestion downtown.

b. The interrelation of ferry landings, buses, pedestrians, automobile drop-offs, parking and circulation should be carefully integrated to reduce congestion and hazards, particularly at peak commute hours.

F. STANDARDS AND CRITERIA

1. State Highways

Tiburon Blvd.'s alignment and development standards will be agreed upon by the City and by CALTRANS, due to its function as a city arterial and a state highway.

2. Arterial, Collector and Local Streets

The remainder of Tiburon's streets discussed in this element should be made safe and adequate for the traffic they carry. Standards for their width, curve alignment, speed, paving, curbs and gutters, sidewalks and signalization are the primary responsibility of the City Engineer. All project plans are subject to the City's planning and review procedures.

G. IMPLEMENTATION

1. Master Plan for Streets and Highways

Attached is a map entitled "City of Tiburon -- Circulation Element -- Master Plan for Streets and Highways." It is intended that the Master Plan of Streets and Highways satisfies the State requirement that the Circulation Element contain a diagram or map. The major policies described within the Element are illustrated on the Master Plan of Streets and Highways. It is anticipated that the Circulation Element, like all elements of the Tiburon General Plan, be reviewed and revised as necessary. The City of Tiburon coordinates its planning of streets and highways with the County of Marin and CALTRANS. Changes suggested by the City for the alignments of roads in the County road system (northern side of the peninsula and western end of the Tiburon peninsula) are subject to coordination and approval of the County. Those changes suggested for Tiburon Blvd. (State Highway 131) must be coordinated with CALTRANS. However, it is intended that the alignments shown on the Master Plan of Streets and Highways for each route represents the policy of the City of Tiburon.

The written text provides the overriding policies and specific proposals and supersedes the map. All of the circulation improvements listed in the text will become a part of the City's capital improvements program to be assisted by State, County and Federal funding where applicable. The City Engineer will recommend a priority list for the City Council's approval. Maintenance of streets is done by the City's Department of Public Works and through the capital improvements budget.

2. Environmental and Land Use Regulations

The Tiburon General Plan is subject to the requirements of the California Environmental Quality Act (CEQA) which states that an Environmental Impact Report must be prepared on any local government general plan. It is the intent of the Department of Community Development to prepare an EIR on the General Plan at the time all of the elements are completed and the overall impacts of the General Plan can be better assessed.

CITY OF TIBURON
NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
CIRCULATION ELEMENT OF THE GENERAL PLAN

1. LOCATION: City-wide
2. APPLICANT: Planning Commission, City of Tiburon
3. PURPOSE: To adopt a Circulation Element and Master Plan for streets and highways as required by Law.
4. DESCRIPTION: Element of General Plan, as required by Government Code Sect. 65302.
5. FINDINGS: It is declared that the Project will not have a significant adverse environmental impact for the following reasons:
 1. It sets forth regulations concerning the extension and improvement of streets and highways in the City.
 2. It is consistent with other adopted elements of the General Plan of the City.
6. This declaration was prepared by the Director of the Department of Community Development, City of Tiburon, where copies are available.
7. The decision of the Director of the Department of Community Development is appealable within ten (10) days.

Robert E. Fosnot
Director of Community Development

Date: April 1, 1976

A P P E N D I X "A"

A REPORT TO THE CITY COUNCIL OF THE CITY OF TIBURON
ON THE REDESIGN OF TIBURON BOULEVARD BETWEEN
STEWART DRIVE AND MAR WEST
STREET

PREPARED BY TIBURON BOULEVARD REDESIGN COMMITTEE

October 8, 1975

Revised and Reviewed by the
Tiburon Planning Commission
on September 17, 1975

Redrafted: October 20, 1975

CITY OF TIBURON



80 MAIN STREET • TIBURON • CALIFORNIA 94920 • (415) 435-0956

October 1, 1975

Mr. George Ellman, Mayor
City of Tiburon
80 Main Street
Tiburon, California 94920

Dear Mayor Ellman:

The Tiburon Boulevard Redesign Committee, meeting once a month since December, 1974, has completed its study of the road between Stewart Drive and Mar West. Attached is our report and recommendations.

Sincerely,

Joan Bergsund
Chairperson

COMMITTEE MEMBERS

Joan Bergsund, Chairperson - Tiburon Planning Commission

Peter Berg, Tiburon Park and Recreation Commission

Alex Campbell, Belvedere Park and Recreation Commission

Hal Edelstein, Tiburon Planning Commission, Board of Design Review

Anthony Guzzardo, Tiburon Board of Design Review

Al Kuhn, Tiburon Planning Commission

E. Bruce Ross, Tiburon City Council

Robert Wayne, Chairman, Tiburon Planning Commission

Stan Bala, City Engineer, Tiburon

Robert Fosnot, Director of Community Development

Raymond C. Weiss, CALTRANS

RESOLUTION NO. 183

A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF TIBURON RECOMMENDING APPROVAL OF THE
TIBURON BOULEVARD REDESIGN COMMITTEE REPORT
TO THE CITY COUNCIL OF THE CITY OF TIBURON.

WHEREAS: the Committee's report on the Tiburon Boulevard
Redesign has been completed as corrected, and

WHEREAS: the Planning Commission of the City of Tiburon has
reviewed said report, and

WHEREAS: it would be in the interest of the City of Tiburon and
consistent with its General Plan.

NOW, THEREFORE BE IT RESOLVED: that the Planning Commission of
the City of Tiburon does hereby recommend to the City Council of the City of
Tiburon approval of the Tiburon Boulevard Redesign Committee Report.

PASSED AND ADOPTED at a special meeting of the Planning Commission
of the City of Tiburon held on September 17, 1975 by the following vote:

AYES:	COMMISSIONERS:	Barsimanto, Bass, Bergsund, Edelstein Matthews
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Kuhn, Wilson

(s)

Harry Matthews, Acting Chairman
Tiburon Planning Commission

ATTEST:

Robert E. Fosnot, Secretary
Tiburon Planning Commission

RESOLUTION NO. 782

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TIBURON
ADOPTING THE TIBURON BOULEVARD REDESIGN COMMITTEE REPORT
AS CITY POLICY

WHEREAS: A committee was established in October 1974 to study proposed improvements and establish design criteria for redesign of Tiburon Boulevard between Stewart Drive and Mar West Street, and

WHEREAS: the committee has faithfully completed its report and made specific recommendations for the improvement of Tiburon Boulevard in its report dated October 20, 1975, and

WHEREAS: the Tiburon Planning Commission has found the report to be in the interest of the City; and consistent with the City's General Plan, and has recommended approval of said report to the City Council of the City of Tiburon.

NOW, THEREFORE BE IT RESOLVED: that the City Council of the City of Tiburon does hereby adopt the Tiburon Boulevard Redesign Committee Report as policy of the City, to be considered part of the Circulation Element of the City of Tiburon.

PASSED AND ADOPTED at an adjourned meeting of the City of Tiburon held on November 25, 1975, by the following vote:

AYES: COUNCILMEN: Aramburu, Ellman, Littman, Ross, Tayer

NOES: COUNCILMEN: None

ABSENT: COUNCILMEN: None

S/George Ellman
GEORGE ELLMAN, Mayor, City of Tiburon

ATTEST:

S/Robert L. Kleinert
Robert L. Kleinert, City Clerk/Manager

ACTION RECOMMENDATIONS

- I. The Tiburon and Belvedere Planning Commissions and Park and Recreation Commissions should consider the recommendations as presented in this report.
- II. The Tiburon and Belvedere City Councils should consider the Commissions' recommendations on the report.
- III. The City Council should instruct the City Engineer, assisted by a landscape architect, to prepare schematic design drawings and recommendations based on the approved report.
- IV. The City Council should instruct the City staff to investigate the feasibility of the proposed plans including costs, funding sources, problems, and means of implementation and to report back to the Council. Following this, the Council should determine further courses of action.

INTRODUCTION

In the Fall of 1974 the Tiburon City Council created the Tiburon Boulevard Redesign Committee to study proposed improvements and establish design criteria for Tiburon Boulevard between Stewart Drive and Mar West Street.

This report summarizes the Committee's work and provides specific recommendations for this portion of Tiburon Boulevard. In the meantime an expanded committee is continuing to study improvements to Tiburon Boulevard in downtown Tiburon.

In the past six months the Committee has considered such topics as horizontal and vertical alignments, cross sections, retaining walls, shoulders, stacking lanes, medians, striping, traffic control devices, street lighting, underground utilities, bus stops and shelters, pedestrian crossings and landscaping treatment.

A demonstration plan will be submitted with the text, but in the final consideration the text should be the overriding document.

RECOMMENDATIONS

1. Safety should be the most important consideration in the redesign of Tiburon Boulevard; aesthetic quality is almost equally important.
2. The portion of Tiburon Blvd. between Stewart Drive and Mar West Street should remain two lanes with horizontal and vertical alignment improvements, shoulders, stacking lanes, and pedestrian crosswalks to insure safe conditions for the motorist, the pedestrian and the cyclist.
3. The profile of Tiburon Boulevard should be designed to meet the maximum posted speed requirements of 35 M.P.H.
4. Existing overhead utility lines along Tiburon Boulevard should be undergrounded to improve the quality of Tiburon Boulevard as a Scenic Route. As an interim measure utility poles should be relocated on the inland side of Tiburon Boulevard. The City Council should reactivate the undergrounding committee to coordinate all planning activities along Tiburon Boulevard.

5. Paved shoulders along Tiburon Boulevard should be 5 feet wide separated by striping. In areas of topographical restrictions with earth embankments a similar shoulder width should be developed for safety.
6. Stacking lanes should be retained for traffic making left turns at the following intersections: Avenida Miraflores, Rock Hill Road, San Rafael Ave., Neds Way, and Lyford Drive. Future development may also require a stacking lane at Gilmartin. Provisions should be made at all intersections for making right turns without impeding through traffic.
7. The right turn lane on Tiburon Boulevard at San Rafael Ave. should be redesigned to prevent rear end collisions.
8. Parking should not be permitted along Tiburon Blvd. except where specifically designated. In the view area along Richardson Bay, signs obstructing the views are not desirable.
9. Landscaped medians as shown on the demonstration plans should be constructed between San Rafael Avenue and Lyford Drive to separate the traffic along this portion of Tiburon Boulevard. Improvements between Lyford Drive and Mar West should be determined in conjunction with the Downtown Plan, the Circulation Element and the Downtown Tiburon Boulevard Redesign Committee's recommendation. Median openings for emergency use shall be provided at strategic locations.
10. Pedestrian crossings should be provided at every intersection referred to above in paragraph 6. Crossings should be developed to work in conjunction with sidewalk systems, bus-stops, shelters, and multi-use path.
11. Low profile traffic signal standards are recommended rather than the massive overhang extensions. The aesthetics of signalization should be given careful consideration.
12. Street lights should be installed only at intersections. Light sources should be of a warm subdued nature and should be properly shielded.
13. Bus stops locations are suggested on the proposed demonstration plans. They should be location to avoid interference with turning and passing vehicles. The location and design of bus shelters and loading pads should be coordinated with Golden Gate Transit District and should require approval by the Tiburon Board of Design Review. Bus shelters should be provided at all westbound bus stops. Telephones at or near bus shelters are desirable. Benches and paved loading pads should be provided at all bus stops.
14. Landscaping of Tiburon Boulevard should be designed by a landscape architect subject to City input and approval, and reflecting the committee's comments indicated in Appendix A.
15. The entrance to the Belvedere Tennis Club should be redesigned as part of the Rock Hill intersection redesign.
16. The City of Tiburon should plan the landscaping of the area between Tiburon Boulevard and Lagoon Road with the City of Belvedere to insure compatible landscape design.

Round
edges
Typical

Landscaping
or ground
cover
(typical)

Shoulder 12' Lane 12' Lane Shoulder 3' at ft. slopes

34' - A.C. Pavement

TYPICAL SECTION

NOTE: 4' shoulder may be used where
dictated by special conditions
encountered.

Concrete
header

5' clear 12' lane 12' lane 5' clear

34' - A.C. Pavement

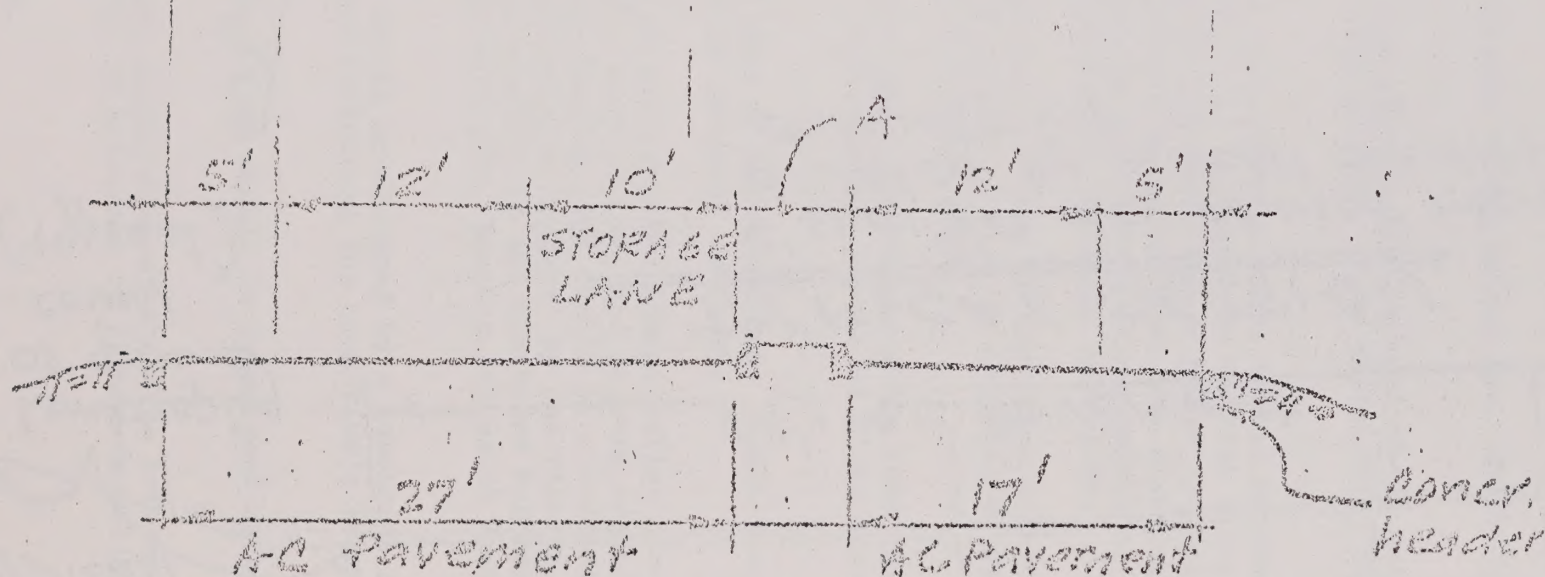
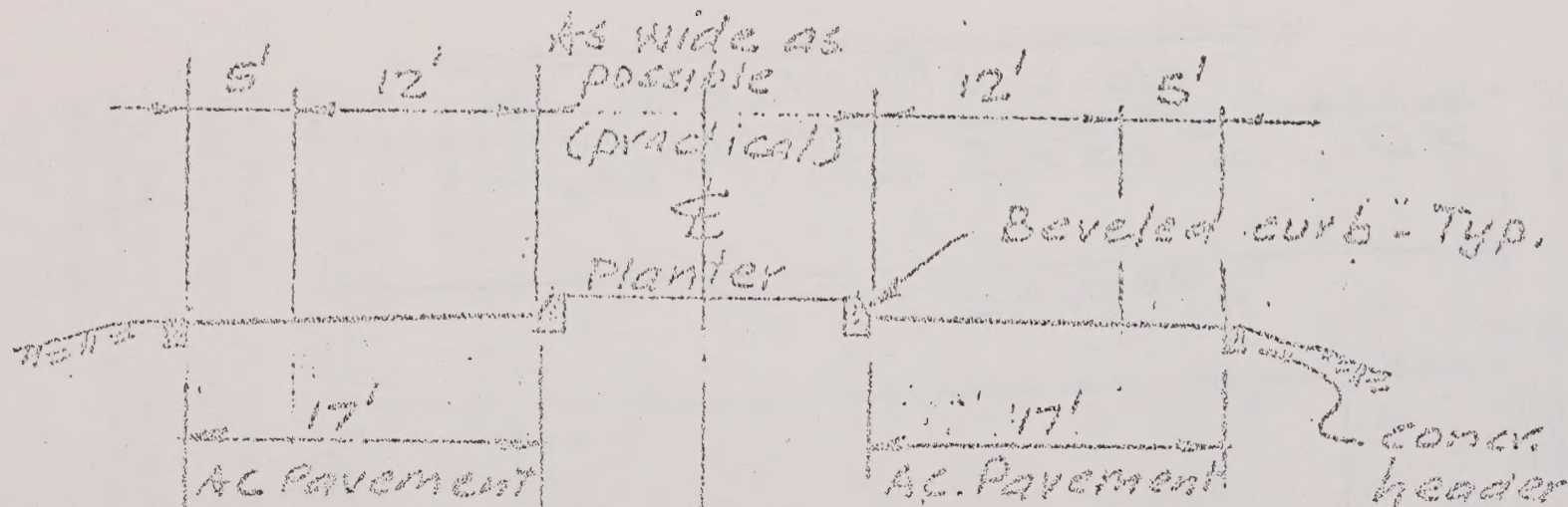
SECTION AT STEEP CUT OR AT RETAINING WALL

DATE 10/15/75
C.R.D. BY DATE

SUBJECT TIBURON ROAD
STEWART TO LYFORD

SECTION 8

SHEET NO. 1
JOB NO.



A - Varies; min. 0; Recommended 6 FT.

SECTION AT LEFT TURN STORAGE

BY W.H.P. DATE 4.11.75

CH'D. BY DATE SUBJECT 115020M BLVD

STREET TO WARD

SHEET NO. 2 OF 2

JOHN NO.

(J.A.B. STRANDGAARD)
CIVIL ENGINEER

APPENDIX A

The Tiburon Boulevard Redesign Committee recommends that a professional landscape architect be involved at the earliest stages of the redesign of Tiburon Boulevard. The following comments regarding the nature of the road should be used as a guide.

The present character of Tiburon Boulevard should be maintained and enhanced by the careful selection of planting materials and the undergrounding of the utilities. Here is a two lane road, generally following the contours of Richardson Bay, highlighted by the visual impact of the bay, linking one end of the community with the other in an extremely pleasant manner, informally landscaped with predominately native materials. Envisioned is a subtle and natural effect progressing the length of the road and from the road to the Multi-use Path along the water's edge. The use of trees and shrubs will help to reduce the scale of the road; only 2 or 3 tree species should be used overall, where new planting is required.

The initial cost of the landscaping and the subsequent maintenance costs are factors to be given close scrutiny. Irrigation is necessary throughout; a system of water conserving "bubblers" has been suggested.

From Stewart Drive to Rock Hill Road, the roadsides are already treated by landscaping from existing housing, Del Mar School and the Belvedere Tennis Club.

In the Richardson Bay area, Rock Hill Road to San Rafael Avenue, the view is spectacular. Planting should not obstruct the view of the water or of cyclists and joggers on the Multi-use Path from the passing motorist. The area requires cleaning up and some contouring of the land. Planting should consist of ground covers and low shrubs with an occasional tree or cluster of trees to provide interest and a vertical accent. Trees could be of a canopy type, possibly deciduous to give added seasonal interest. Ground cover planting should extend right up to the paving edge without exposed gravel or dirt.

From San Rafael Avenue to Lyford Drive planning should be done in cooperation with Belvedere as their mini-park is located between the road and the Multi-use Path. We would suggest treatment as outlined above. The blackberry bushes in this area provide a delightful summertime activity for many people in both Tiburon and Belvedere and should remain a part of the plan.

The median strips between San Rafael Avenue and Lyford Drive should be planted in a manner similar to that already described. The mounded earth should be planted with low ground covers and clusters of low shrubs, with an occasional tree. Particular attention should be paid to plant selection, as these narrow areas are difficult to maintain. Slow growing materials would be indicated here. The "nose", too narrow to plant successfully, should be treated with stones or cobbles with a cement path for pedestrian crossing.

In the few areas where steep cuts define the roadbed a natural rockscape should prevail. Only species of good ground holding capability should be used.

The Committee has no recommendations regarding the residential side of the road. Individual homeowners have landscaped their properties in a decidedly informal manner, and much of this planting may extend close to the proposed road edge.

Joan Bergsund, Chairperson,
Tiburon Boulevard Redesign Committee

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